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NEWSLETTER OF THE AREA PLANNING BOARD OF PALM BEACH COUNTY 2300 PALM BEACH LAKES BLVD, WEST PALM BEACH, FL 33409

# apb FORUM

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## TRANSPORTATION SYSTEM UPDATE CITIZEN INVOLVEMENT

### TRANSPORTATION RE-EVALUATION PROGRAM UNDERWAY

In 1965 the Area Planning Board of Palm Beach County joined with the State of Florida, Department of Transportation, in a cooperative effort to develop a Transportation Plan for the West Palm Beach Urban Area Transportation Study (WPBUATS).

At that time mathematical equations called models were developed to aid in the plan development. The WPBUATS now recognizes the need to test these models to determine if they will adequately forecast all means of travel to the year 2000. The original plan was designed to provide facilities for transportation needs to the year 1985. From this plan, transportation system improvement needs will be programed for development. Due to a changing financial picture, the ability to finance the transportation plan needs to be reviewed. The necessity to conserve energy and to protect sensitive environmental areas must also be reviewed in terms of transportation policies.

### TWO PHASE PLAN DEVELOPED

To accomplish our goals, a two Phase work plan was developed. The purpose of Phase 1 is:

1. To make certain that existing travel models are still acceptable;
2. To review the existing transportation system to determine current deficiencies;

The purpose of Phase II is:

1. To forecast travel demands to the year 2000;
2. To determine what must be done to the existing transportation system to serve the travel needs which are forecasted to the year 2000;
3. To identify financial and policy restrictions which limit the ability to build and pay for transportation facilities for the year 2000 Plan;
4. To develop and compare different transportation plans which provide other solutions to travel demand problems thus creating a choice of alternatives;

tion plans which provide other solutions to travel demand problems thus creating a choice of alternatives;

5. To develop a year 2000 Plan with short range and immediate action programs which set priorities for goals to be achieved;

Both phases of the WPBUATS Plan are scheduled for completion by August 1977.

### COMMUNITY INVOLVEMENT SOUGHT

A series of workshops are being held by the WPBUATS. The purpose of these workshops is to encourage citizens to express their views and aid in defining problems relating to the transportation system as it exists today and for the proposed future system, as is necessitated by growth. The basic thrust is to make certain that all citizens of the area have the opportunity to participate in the transportation planning efforts.

Citizens attending these workshop sessions will be given an opportunity to comment on such issues as:

1. The role of mass transportation as it exists today and what its future role should be;
2. Various types of transportation systems that may or may not be desirable;
3. Citizens views relative to the willingness to pay for the various elements of the transportation system;
4. The manner in which the present transportation system operates; i.e. traffic signals, stop signs, hazardous intersections, etc. . .

### TRANSPORTATION WORKSHOP NO. 1 HELD

Three sessions of the first citizen workshop were held at 7:30 P.M. on September 8-10, 1976, in the West Palm Beach, Boca Raton, and Jupiter areas. A public notice announcing the workshop was dis-

This public document was promulgated at this issue's cost of \$96.00 or \$.13 per copy to inform the public concerning current transportation planning efforts.



# WEST PALM BEACH URBAN AREA TRANSPORTATION STUDY

## WORKSHOP NO. 1 CITIZEN RESPONSE SUMMARY

	PROBLEMS IDENTIFIED	SOLUTIONS OFFERED
NORTH AREA	<ul style="list-style-type: none"> <li>• Transit Service</li> <li>• Travel Needs of the Disadvantaged</li> <li>• Safety</li> <li>• Fuel Consumption</li> <li>• Cost/Funding</li> <li>• Bicycle/Pedestrian Facilities</li> <li>• Traffic Congestion/Flow</li> <li>• Through Travel in Residential Neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Transit Service</li> <li>• Improve Traffic Operations</li> <li>• Improve Ped/Bike Facilities</li> <li>• Improve Public Education</li> <li>• Increase Off-Street Parking</li> <li>• Positive Funding Program</li> <li>• Active Citizen Support</li> <li>• Improve Airport Service</li> </ul>
CENTRAL AREA	<ul style="list-style-type: none"> <li>• Lack of Non-Auto Choices</li> <li>• Transit Service</li> <li>• Travel Needs of the Disadvantaged</li> <li>• Safety</li> <li>• Fuel Consumption</li> <li>• Cost of Providing Service</li> <li>• Bicycle/Pedestrian Facilities</li> <li>• Traffic Congestion/Delay</li> <li>• Environmental Degradation</li> <li>• Through Travel in Residential Neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Transit Service</li> <li>• Improve Traffic Operations</li> <li>• Improve Ped/Bike Facilities</li> <li>• Improve Public Education</li> <li>• Increase Off-Street Parking</li> <li>• Increase Costs of Auto Operation to Discourage their use</li> <li>• Improve Compatibility of Land Use and Transportation</li> </ul>
SOUTH AREA	<ul style="list-style-type: none"> <li>• Transit Service</li> <li>• Safety</li> <li>• Cost/Funding</li> <li>• Bicycle/Pedestrian Facilities</li> <li>• Traffic Congestion/Delay</li> <li>• Public Education</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Transit Service</li> <li>• Improve Traffic Operations</li> <li>• Improve Ped/Bike Facilities</li> <li>• Improve Public Education</li> <li>• Increase Costs Discourage Use of Autos</li> </ul>

TABLE I



tributed to the television, radio, and newspaper media in the Palm Beach County area. In addition Transportation Director for the Area Planning Board Ned R. Brooke appeared on several radio talk shows and television news programs at which time he explained the workshops in detail.

The workshop sessions began with a presentation by representatives of the consulting firm retained to aid in the work program. The presentation lasted approximately 30 minutes and informed those attending of the scope of the WPBUATS Work Program. The purpose of Workshop No. 1 and the planning approach which will be used throughout the course of the study was also explained. During the second part of the workshop, groups of citizens were divided into teams of 6-10 persons. Each person was asked to identify what he felt were problems with the transportation system within the community and to list these in their order of importance. The persons were then asked to work as a team to identify the problems the team felt were most pressing. The same procedure was then applied in the offering of solutions. The results were in turn reported to other teams by the moderators who were members of the staff of the Area Planning Board. Each session lasted approximately three hours.

The WPBUATS appreciates the comments and suggestions of all of the concerned and interested citizens who attended the workshop. We would also like to urge those citizens and others to attend the next workshops and take advantage of this opportunity to voice an opinion and make comments or suggestions while plans are being formulated.

#### WORKSHOP NO. 1 PRODUCED GOOD RESULTS

Citizen responses obtained at the first workshop are summarized in Table 1. Although all teams did not identify the same problems or solutions, many of the same items were discussed in all three sessions.

Most citizens expressed concern regarding problems associated with traffic congestion and delay. Numerous examples were cited which indicated a lack of traffic signal coordination and delays during peak periods due to fixed time control systems. Increasing traffic in residential neighborhoods and the lack of adequate bicycle and pedestrian facilities were also mentioned at each session. Improvements and coordination of traffic signal system timing and increased off-street parking were suggested to allow more efficient use of streets.

There was a consensus of opinion among most citizens attending that improved transit service was required. It was suggested that all phases of the existing transit service be improved to include greater area coverage, more frequent service, and designated bus stops and shelters. The development of a public education and awareness program was suggested to

better inform citizens of the options and benefits of riding transit and give definite route and schedule information for public transportation.

Pedestrian and bicycle facility inadequacies were noted in all workshop sessions. The pedestrian problems centered around safety in conjunction with street crossings and sharing pathways with bicycles. Bicyclists expressed concern for the lack of sufficient facilities including pedestrian conflicts on narrow pathways, unsatisfactory bikepaths adjacent to roadways and the Florida Statute which requires bicyclists to stay off traffic roadways where bikepaths are provided (regardless of their condition).

Solutions offered included separate bicycle and pedestrian facilities, wider paths, pedestrian walk cycles at signalized intersections, and <sup>use</sup> of existing roadways by striping the right-hand portion of streets and highways for bicycle use only.

Concern was expressed by most groups as to how the improvements to transportation service and facilities are to be financed. Recognition was given to the increased cost of transportation and the fact that improvements may impact citizens directly through increased taxes and user fees. There was general consensus on the need for positive funding for transportation improvements, but no funding mechanisms were suggested other than increasing taxes on the use of automobiles.

In addition to those areas previously described, problems were identified that related to increased fuel consumption, environmental degradation, and safety. While each of these areas deserve separate consideration they were generally discussed within the context of other service items.

The need for greater coordination between land use planning and transportation planning was mentioned by the consultants as a necessity for increasing the role and performance of non-automobile modes of travel. In summary, greater citizen and community organization involvement was advocated as a means of expressing greater public concern for improved community and transportation system development in order to achieve an improved quality of life.

#### WORKSHOP NO. 2 SCHEDULED

Transportation Workshop No. 2 is scheduled to take place in early 1977. The second workshop requires that six to eight transportation system plans be identified by the planning team and reviewed by citizens on a preliminary basis. These suggested plans should contain various combinations of transportation facilities and suggested uses of land which would support the facilities indicated. The different plans would also vary in cost.

The solutions, strategies, and policies which were offered by citizens will be considered and will aid in the development of the various transportation conceptual plans.



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